

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: Norfolk & Western Railway Station at St. James Inventory Number: WA-II-1177
 Address: 17636 Lappans Road (MD 68) Historic district: ☐ yes ☒ no
 City: St. James, MD Zip Code: 21781 County: Washington
 USGS Quadrangle(s): Williamsport
 Property Owner: DDS LLP Tax Account ID Number: _____
 Tax Map Parcel Number(s): 137 Tax Map Number: 62
 Project: Replacement of MD 68 over St. James Run, SHA Bridge No. 2 Agency: FHWA/SHA
 Agency Prepared By: MD SHA
 Preparer's Name: Anne Bruder Architectural Historian Date Prepared: 06/01/2011
 Documentation is presented in: Project Review and Compliance files
 Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
 Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
 Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
 Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The building located at 17636 Lappans Road is the former Norfolk & Western Railway Station that once stood on the west side of the railroad tracks in St. James. It is a combination station which originally included an agent's office located in the bay window facing the tracks, a freight section and a passenger waiting room and outside a stock pen. The station had been built in the 1880s by the Shenandoah Valley Railroad and improved in 1907 by the Norfolk & Western Railway Company. It appears to have been sold at an unknown date, but possibly in 1954 when the Norfolk & Western Railway Company began to restructure itself in response to losing its competitive edge to trucks and cars as more high speed highways were built that connected distant parts of the country together, making railroad less attractive as a form of transportation.

Alterations that have occurred since the building was moved from the railroad tracks include a concrete foundation, replacing the door in the west wall with a window, replacing the board and batten siding with vinyl horizontal siding and particle board, removing the south chimney, altering the roof with boxed returns, replacing the corner boards, adding a window and removing a door. As a result of these many changes, the building has lost integrity of materials, design, workmanship, setting, feeling and association.

Research conducted as part of this study did not identify events or persons of local, state or national significance and the former

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Eligibility recommended ☐ Eligibility not recommended ☒
 Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim J. [Signature] ✓
 Reviewer, Office of Preservation Services

7/11/2011
 Date

[Signature]
 Reviewer, National Register Program

7/12/11
 Date

Norfolk & Western Railway St. James Station is not eligible for inclusion in the National Register of Historic Places (NRHP) under Criteria A (events) or B (persons). Although some portions of the former railroad station continue to demonstrate its original use, the station is not a significant example of such buildings, it was not designed by a master architect and does not exemplify the importance of railroad engineering in Washington County during the early twentieth century. Criterion D, information potential, was not investigated as part of this study. Because of the many alterations, the Norfolk & Western Railway Station at St. James lacks the significance to meet NRHP Criterion Consideration B.

The historic boundary for the Norfolk & Western Railway Station at St. James is confined to the tax parcel boundaries of the property as shown on Washington County Tax Map 62, Parcel 137, consisting of 1.1300 Acres.

Sources Consulted:

"Shenandoah Valley Railroad (1867-1890)" downloaded from http://en.wikipedia.org/wiki/Shen_Val_RR 3/14/2011

Mason Y. Cooper, "An Introduction to the Norfolk & Western Railway," http://www.nwhs.org/about_nw.html downloaded 3/14/2011

Photographs of Norfolk & Western Railway St. James Station downloaded from <http://spec.lib.vt.edu/imagebase/norflksouthern> 3/14/2011

Personal communications with Gary Rolih, NWHS 3/14/2011, Ron Davis, NWHS 3/22 and 3/24 and 3/25/2011, and Jennifer McDaid, Archivist, Norfolk Southern Corporation 3/14/2011, 3/22, 3/24 and 3/25/2011.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

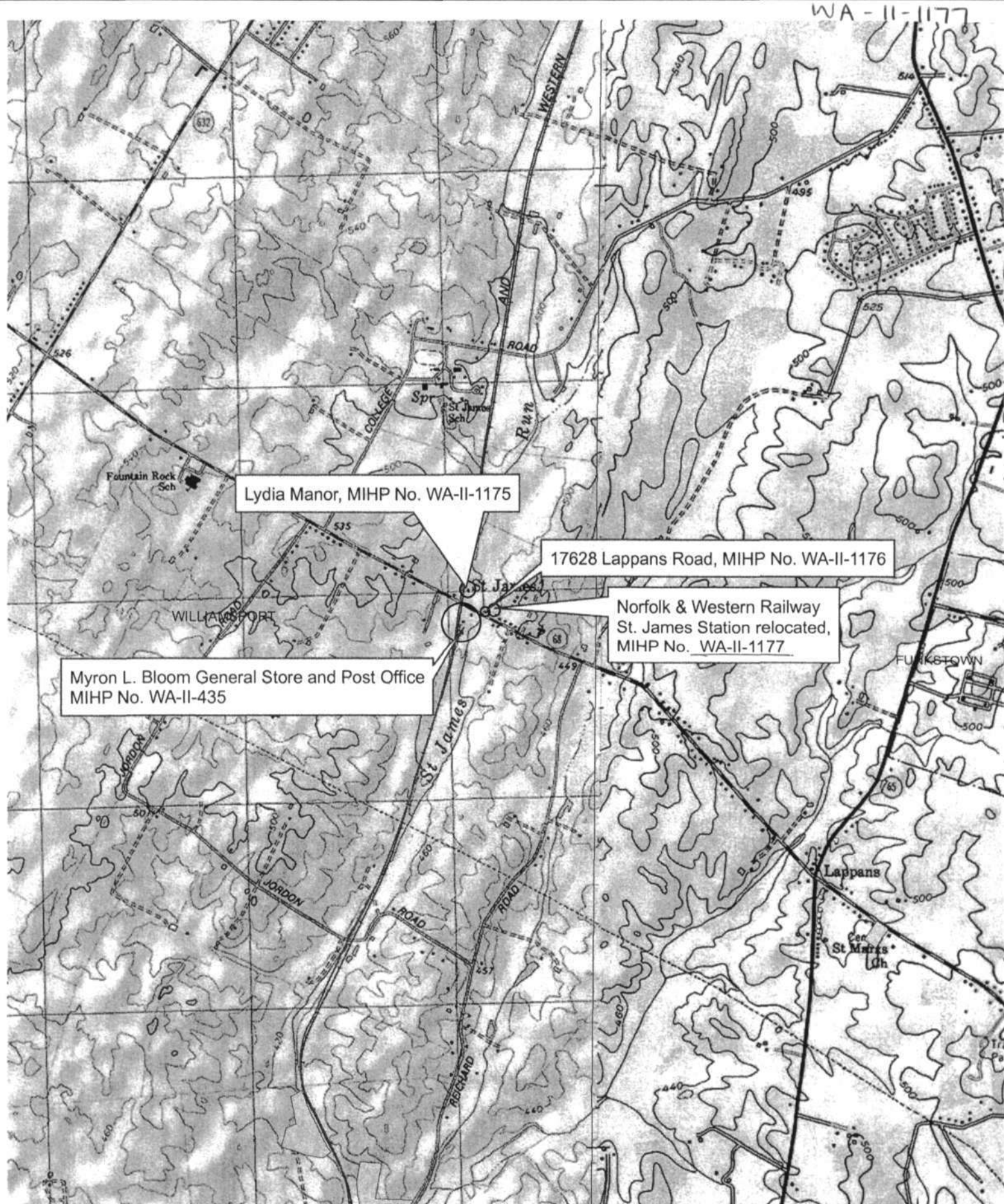
Reviewer, National Register Program

Date

Norfolk & Western Railway St. James Station, Washington County, Maryland 1933



Source: <http://spec.lib.vt.edu/imagebase/norfolksouthern/full/ns407.jpeg> downloaded 6/6/2011



Williamsport USGS 7.5' Quadrangle

Resource Location Map

0.0 0.1 0.2 Miles



Photo Log

Project Name: MD 68 over St. James Run, Structure No. 2115200 Replacement

MIHP Name: Former Norfolk & Western Railway St. James Station, now 17636 Lappans Road, St. James, MD 21781

Photographer: Anne E. Bruder

Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

CD/DVD: Verbatim, CD-R, Archival Gold

[illegible]



WA-II-1177

Norfolk & Western Railway St. Johns
Station

WASHINGTON - MD.

Boxcar

3/11/50 MD S&W
SOUTH & WEST COAST

1/3



WN-II-1177

Norfolk & Western Railway S. JAMES
STATION

WASHINGTON CO, MD

PRINCE

3/11/2011 VALSAKE

SOUTH EAST FACADES.

2/1,



WA II-1177

NORFOLK GUNPOWDER FRIDGE ST.
JAMES SPENCER

WASHINGTON CO MD

FRIDGE

3/11/2011

WILSON

NORFOLK GUNPOWDER FRIDGE

3/3